

# Summary of Highway 169 Corridor Study Public Survey

In August and September of 2022, MnDOT deployed an online survey for the Chisholm Highway 169 Corridor Study. During the approximately one month it was active, 355 people responded to the survey.

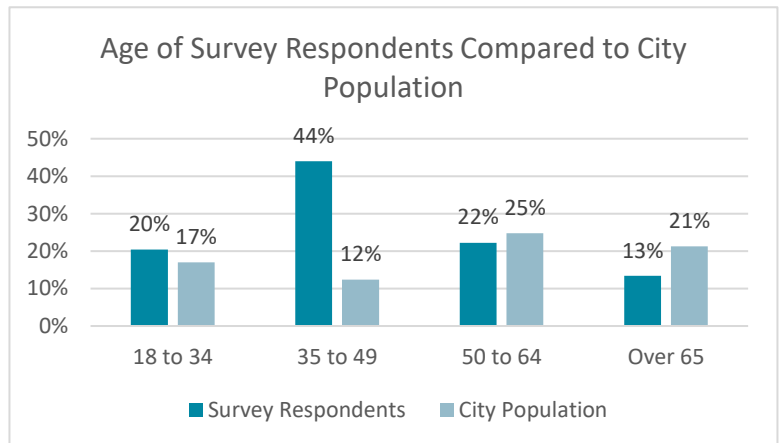
## Overall Summary

Survey respondents' main concerns were related to safety in the corridor for all users, as well as bicyclists, pedestrians, and ATV/snowmobile users specifically, with access to businesses and destinations also being an important factor. Travel time, beautification, and freight movement were all seen as less important. Respondents felt the least safe at the Hwy 169 and Iron World Dr intersection, with the Hwy 169 and County 67 intersection also seen as unsafe. The main concerns at intersections related to lack of visibility and speed at all intersections and respondents concerned about winter conditions on the Hwy 169 overpass and congestion during the fair at the Fairgrounds entrance.

## Demographics<sup>1</sup>

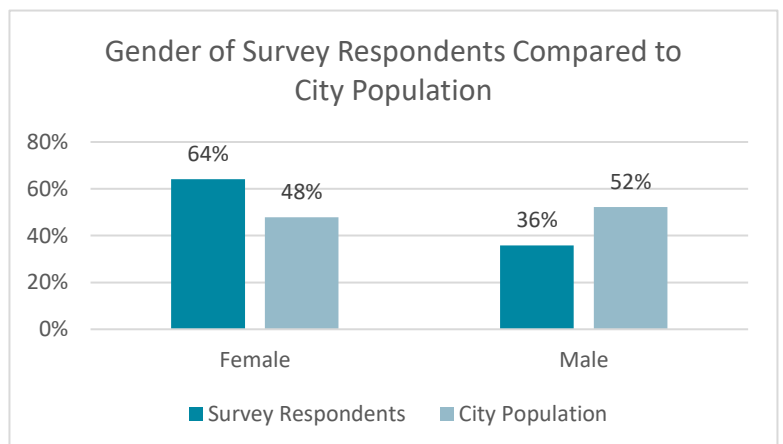
### Age

Of the 355 respondents, the largest segment (44%) was between 35 and 49 years old, which contrasts with the makeup of the City, where only 12% of the population falls into this age range. The proportion of respondents who were between 18 and 34 and between 50 and 64 was similar to the population of Chisholm. A smaller proportion of respondents (13%) were over the age of 65 compared to the City's proportion (21%). This shows that the respondents were somewhat disproportionately younger than the population of Chisholm, as is often the case with online surveys.



### Gender

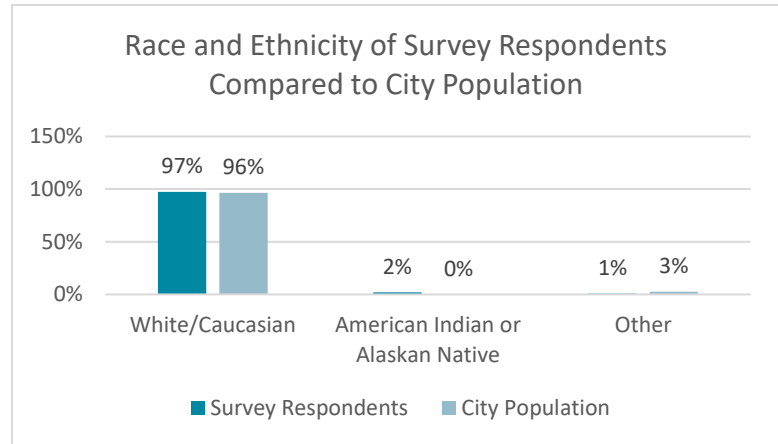
Survey respondents were disproportionately female, representing 64% of respondents. Likewise, males were underrepresented at 36% of respondents. No respondents identified as non-binary or other gender identities.



<sup>1</sup> City demographic data is based on 2020 Decennial Census data

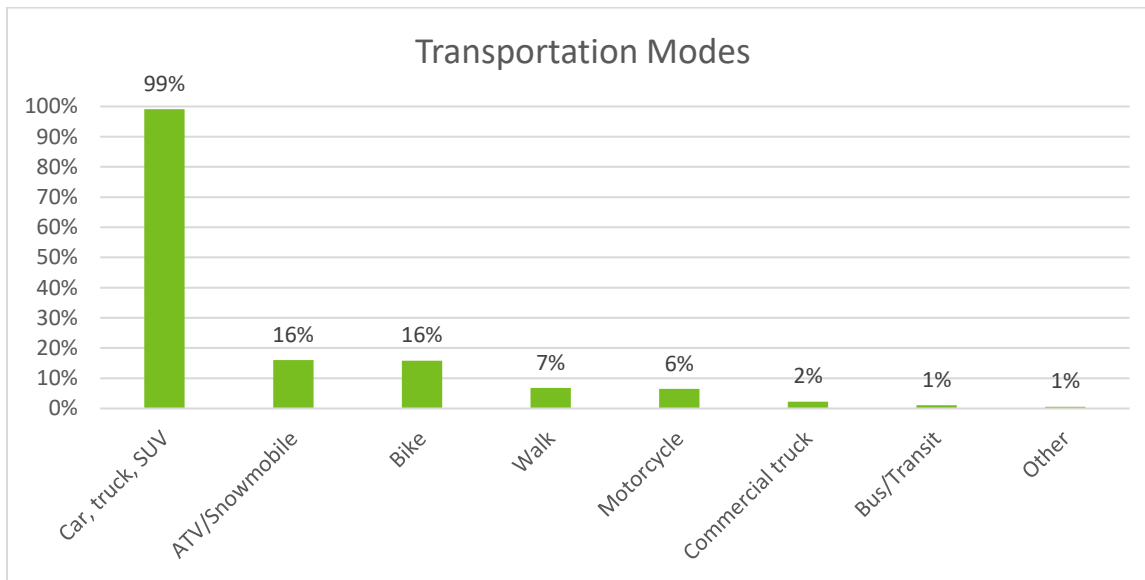
## Race and Ethnicity

As for race and ethnicity, respondents matched well with the City population, with the vast majority (97%) being white, with a small amount being American Indian or Alaskan Native or identifying as two or more races.

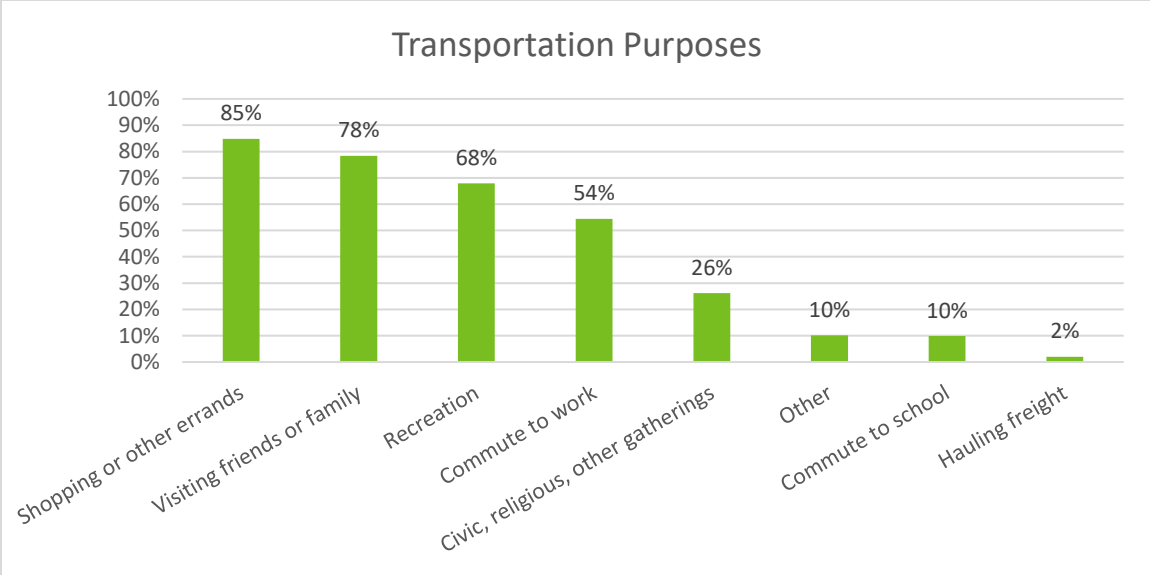


## Transportation Mode and Purpose

Nearly every respondent (99%) travels along the Highway 169 corridor via a personal automobile. A much smaller proportion ride ATV/Snowmobiles (16%), bike (16%), or walk (7%) along the corridor. There was very little representation from freight drivers (2%) in the survey.

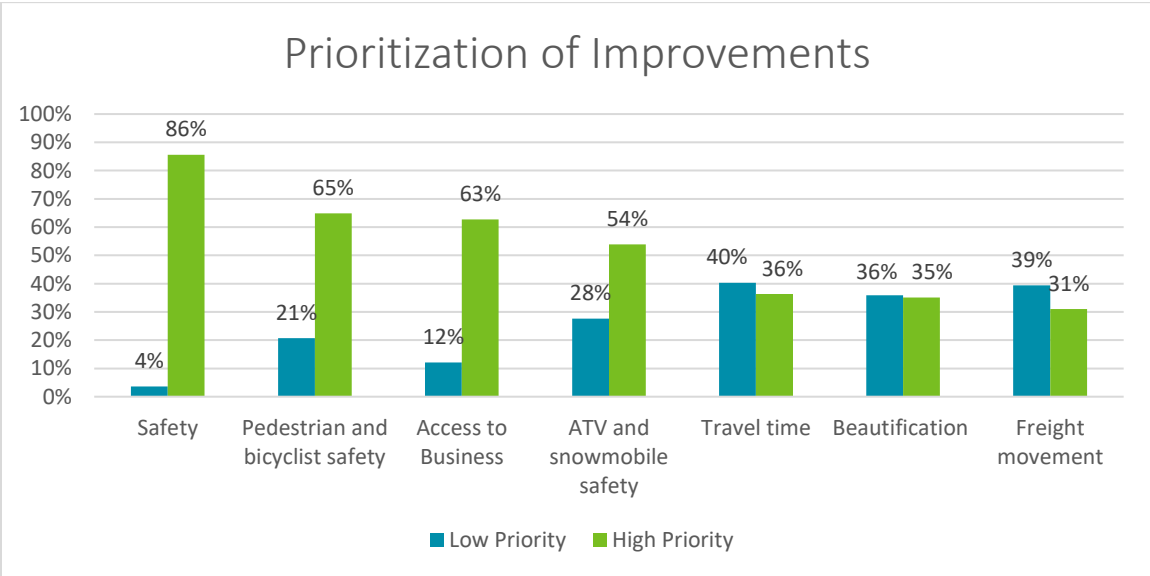


Trip purpose varied greatly, with over half of respondents using the corridor to run errands, visit others, for recreation, and to commute to work. This indicates trips along the corridor happen at many times of the day and week for a variety of purposes.

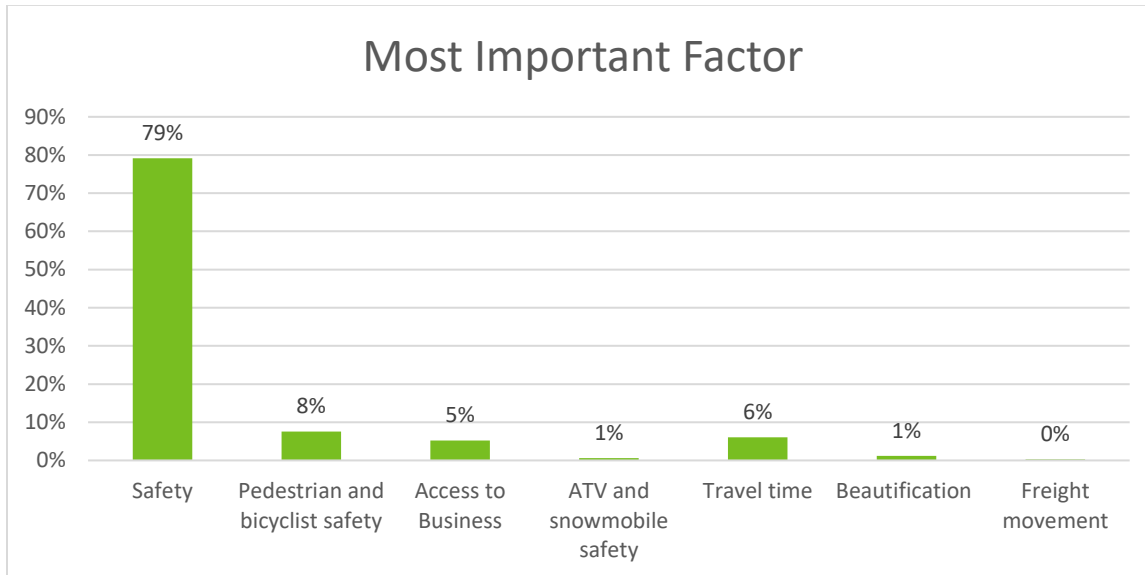


### Factors to Focus on

Respondents were asked to rank the importance of seven factors to improve along the corridor: Safety/crash prevention, pedestrian and bicyclist safety, access to businesses and other destinations, ATV and snowmobile safety, travel time/congestion, beautification/the look and feel of the corridor, and freight movement. Respondents ranked each factor on a 1-5 scale, with values of 4 and 5 being classified as high priority and values of 1 and 2 being classified as low priority. Nearly all respondents (86%) ranked safety as a high priority factor for improvement. Over half of respondents also ranked pedestrian and bicyclist safety, access to businesses, and ATV/Snowmobile safety as high priority. Travel time, beautification, and freight movement all had more respondents ranking them as a low priority than as a high priority.

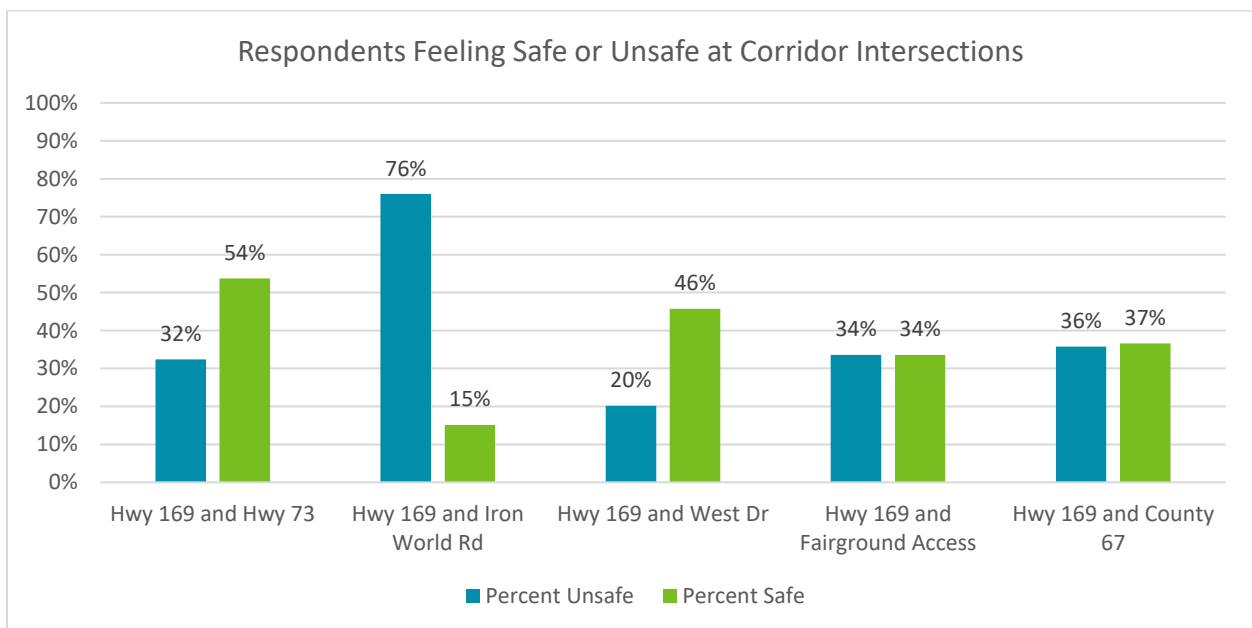


Respondents were also asked to decide which of the above seven factors was the most important to focus on when improving the corridor. The majority (79%) chose safety as the most important factor. Pedestrian and bicyclist safety, access to businesses, and travel time were all rated as the most important factor by a small (less than 10%) subset of respondents.



## Safety at Intersections

Respondents were asked to rank how safe or unsafe they felt at the five intersections on a five-point scale: very unsafe, somewhat unsafe, neither safe nor unsafe, somewhat safe, very safe. Answers of very unsafe or somewhat unsafe were grouped as unsafe, and answers of very safe or somewhat safe were grouped as safe. Respondents felt the most unsafe and the least safe at the Highway 169 and Iron World Road intersection, with 76% feeling unsafe and only 15% feeling safe.



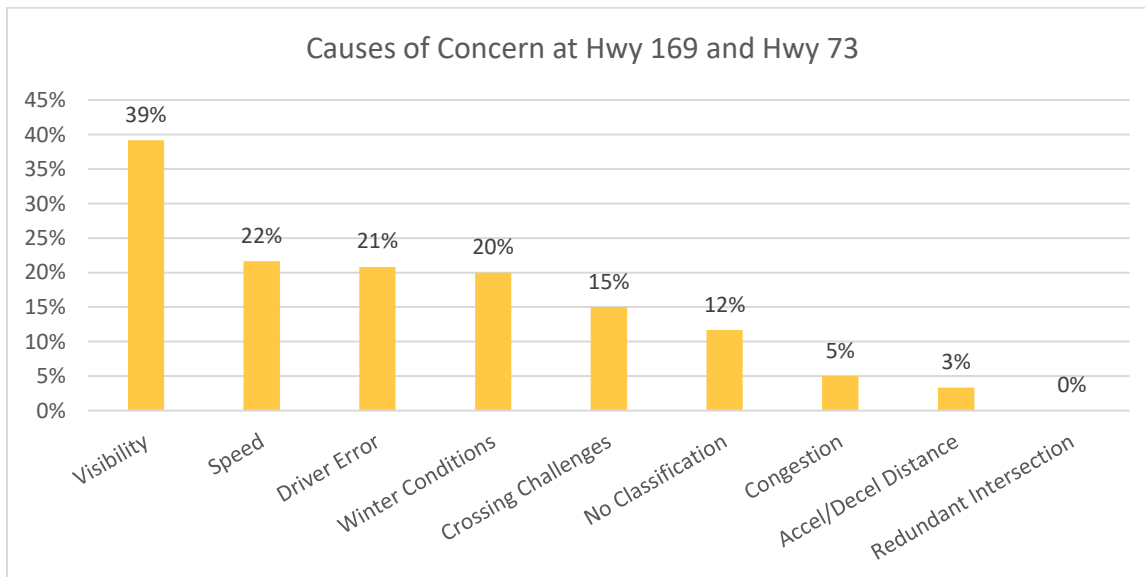
Respondents were also given the option to elaborate on why they felt unsafe at each intersection. These answers were manually coded into eight different categories, allowing for each answer to receive multiple classifications. These classifications are as follows:

- **Visibility:** Concerns over sightlines, whether or not exacerbated by winter conditions
- **Speed:** Concerns over speed of vehicle travel, whether or not it exceeds posted speed limits
- **Winter Conditions:** Concerns with snow or ice creating problems that otherwise do not exist
- **Driver Error:** Concerns with how other drivers are navigating the area, whether due to poor driver decisions or complexity of the area
- **Crossing Challenges:** Concerns with crossing the freeway, especially for pedestrians and bicyclists
- **Congestion:** Concerns with high amounts of vehicle traffic and congestion
- **Accel/Decel Distance:** Concerns with insufficient lanes for acceleration and deceleration
- **Redundant Intersection:** Concerns that the intersection does not need to exist

Additionally, some comments could not be neatly classified and are displayed under the no classification label.

### Highway 169 and Highway 73

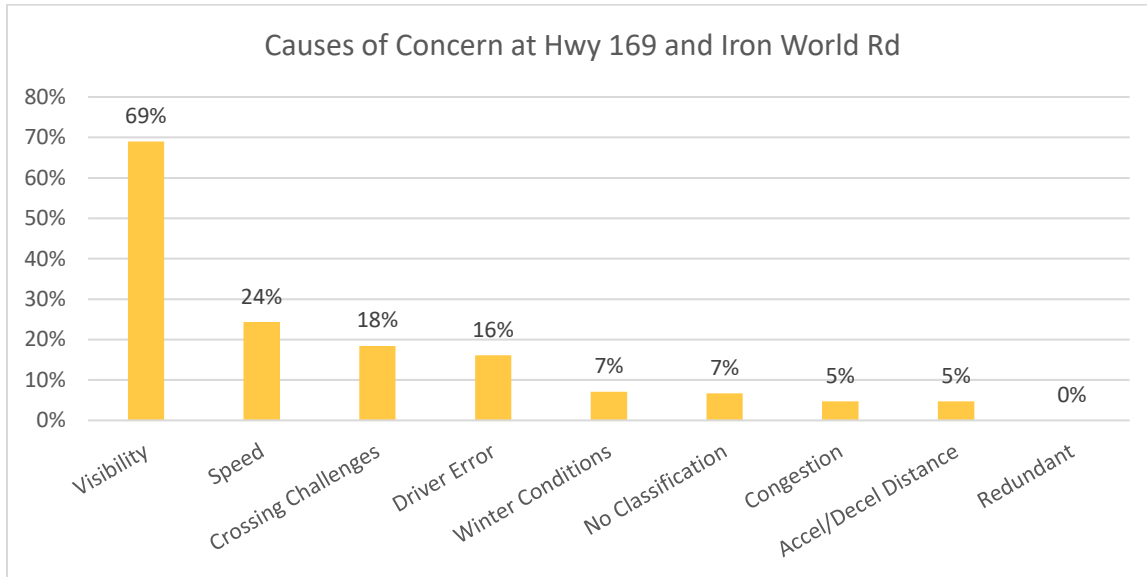
The Highway 169 and Highway 73 intersection had a third of respondents rating it as unsafe. Of those who gave a reason for this choice, 39% cited visibility concerns. Additionally, this intersection had the highest proportion of respondents (20%) citing winter conditions as a major concern. Other significant factors were speed (22%), driver error (21%), and winter conditions (20%).



### Highway 169 and Iron World Road

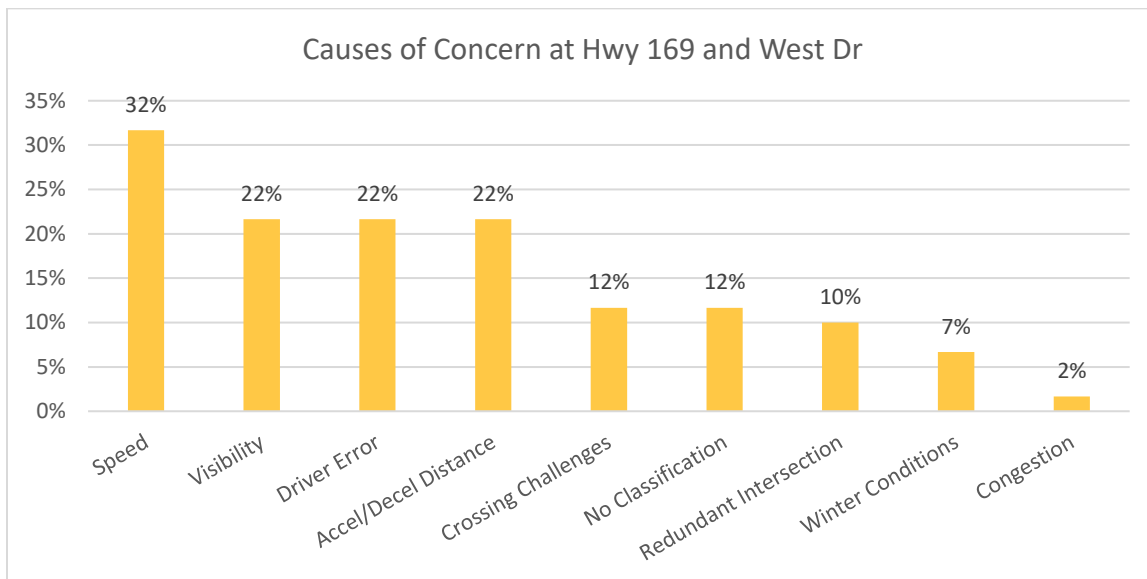
This was the intersection respondents felt the least safe at, with 76% of respondents saying they felt unsafe. The primary concern at the Highway 169 and Iron World Road intersections was also visibility, with 69% citing a visibility concern. Speed (24%), crossing challenges (18%), and driver error (16%) were also frequently cited by respondents. This was the intersection with the most concern about crossing

challenges, particularly for pedestrians and bicyclists, who frequently cross here to access the Minnesota Discovery Center and Redhead Mountain Bike Park.



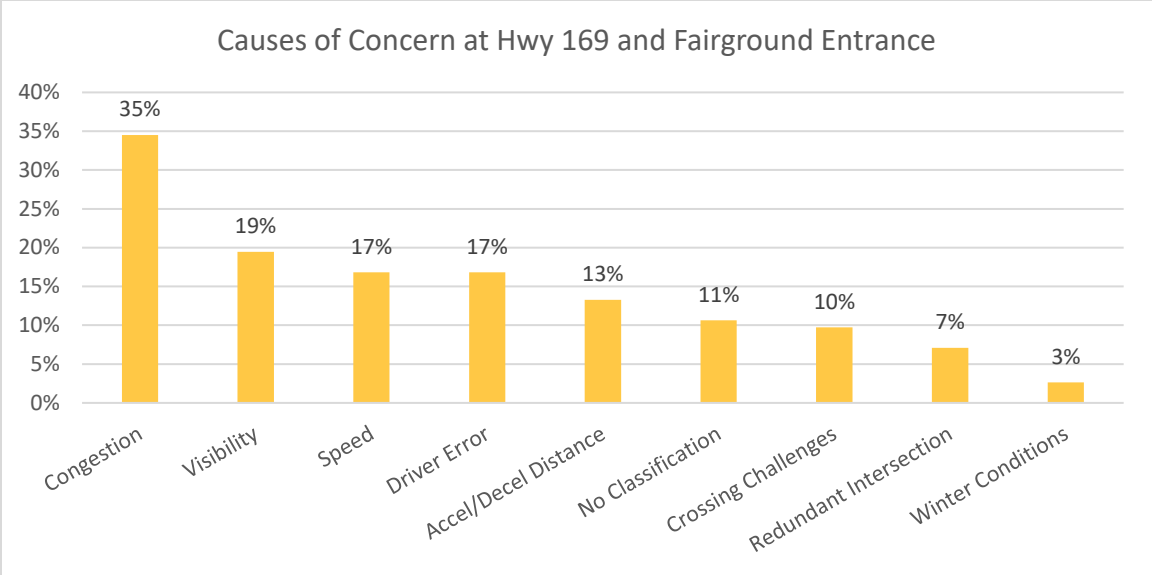
### Highway 169 and West Drive

Only 20% of respondents ranked the Highway 169 and West Drive intersection as unsafe. Of those who gave a reason, a third listed speed as the primary concern. Other significant concerns were visibility, driver error, and acceleration/deceleration distance, all at 22%. This is also one of two intersections where a significant proportion of responses (10%) cited redundant intersection as a concern.



### Highway 169 and Fairground Entrance

Equal proportions of respondents ranked this intersection as safe and unsafe (34%). Unlike every other intersection, the largest concern at the fairground entrance was congestions, specifically during the fair and other big events. Additionally, this is the second intersection with a significant number of respondents (7%) believing it to be redundant



### Highway 169 and County 67

Again, nearly the same proportion of respondents rated this intersection safe as they did unsafe (37% and 36% respectively). The two main concerns at Highway 169 and County 67 were visibility (39%) and driver error (36%). Other significant concerns were speed (24%), winter conditions (15%), and the acceleration/deceleration distance (15%). This was the intersection with the most concern about acceleration/deceleration distance, indicating strong support for expansions and addition of turn lanes.

